



Cost Comparison Outline of Keystone Terminal/Vessel Combinations

Introduction

The Keystone Harbor Study analysis looked at 35 scenarios, each of which consists of a vessel option and an in-harbor terminal configuration. Two were eliminated immediately because they were technically infeasible and 33 were carried forward for further study. The Citizen Advisory Group eliminated 16 of those scenarios from further consideration at the October 13 meeting.

There are five remaining terminal possibilities¹

- Existing conditions: Existing slip with expanded holding area.
- Existing slip with jetty extension: The landing location does not change but the harbor is widened and deepened depending on vessel size. The jetty is extended and the holding area is expanded.
- <u>In harbor slip and state park</u>: Part of the state park is taken to widen the entrance to the harbor. The landing location moves slightly east within the harbor. The harbor is widened and deepened depending on vessel size. The jetty is extended and a new holding area is developed.
- Existing slip with line dolphins: Dolphins line the entrance to the harbor to help guide the vessel into the landing. The landing location does not change. The holding area is expanded.
- Existing slip with jetty relocation: The jetty is relocated to the east. The harbor mouth is widened. The landing location shifts slightly east within the harbor and the holding area is expanded.

There are 4 remaining vessel possibilities²

• 130 vehicle boat

130 venicle boat

- 100 vehicle boat Using an existing 100 vehicle boat in the fleet
- New vessel, alternatives 1 and 2 Building a new boat with a new propulsion system
- 65 vehicle boat Building a new boat that has the same "footprint" as the Steel Electric and a new propulsion system

Some of the remaining vessel/terminal combinations do not work. For example, it is not possible to use a 130-vehicle boat with the "existing conditions" harbor configuration. Of the 20 possible combinations, cost analyses were prepared for 12 combinations.

¹ Two harbor options were screened out at the October 13 CAG meeting because of safety and technical concerns.

² Originally the Steel Electrics were an option. However, they do not make sense to include over a 30-year period.

I. Cost Comparison

Cost comparisons for the remaining combinations were prepared to include terminal and vessel construction costs and the subsequent 30-year preservation, maintenance and operating costs. This period encompasses 2005-2041 for all scenarios. Costs were developed in 2004 constant dollars and then inflated to the year of expenditure (current dollars) and deflated to 2004 present value dollars.

The options are arrayed below in order of present value cost.

Harbor/Vessel Option	2004 Present	Total year of	2004	Vessel
	Value	expenditure dollars	constant	scenario
		(rank)	dollars	matrix
			(rank)	code
Existing slip with jetty relocation /	\$242 m	\$805 m (1)	\$423 m (1)	130-7
130 vehicle boat	Φ2.45	Φ0.41 ··· (C)	¢422 ··· (2)	NID 1
Existing conditions / New vessel	\$245 m	\$841 m (6)	\$432 m (2)	NP-1
Existing slip with jetty relocation / 100 vehicle boat	\$249 m	\$826 m (4)	\$435 m (3)	100-7
Existing slip with jetty extension/ New vessel	\$250 m	\$860 m (10)	\$441 m (7)	NP-2
Existing slip with line dolphins/ 130 vehicle boat	\$255 m	\$828 m (5)	\$441 m (6)	130-6
Existing slip with jetty extension / 130 vehicle boat	\$257 m	\$824 m (3)	\$440 m (4)	130-2
In harbor slip and state park / 130 vehicle boat	\$258 m	\$824 m (2)	\$441 m (5)	130-4
Existing slip with line dolphins / 100 vehicle boat	\$262 m	\$850 m (9)	\$453 m (10)	100-6
In harbor slip and state park terminal/ 100 vehicle boat	\$264 m	\$845 m (7)	\$453 m (9)	100-4
Existing slip with jetty extension / 100 vehicle boat	\$264 m	\$846 m (8)	\$452 m (8)	100-2
Existing conditions / 65 vehicle boat	\$285 m	\$1,064 m (11)	\$523 m (11)	KS-1
Existing slip with jetty extension / 65 vehicle boat	\$305 m	\$1,102 m (12)	\$549 m (12)	KS-2

II. Assumptions

The critical assumptions used in building the cost projections for vessel construction and preservation were:

- Vessel construction estimates are based on top down or parametric estimates.
- The existing project to build four new 130 vehicle ferries will be completed in 2010.
- All new vessel construction will be accomplished in a contiguous contract to achieve the lowest vessel construction cost.
- New vessels have a useful life of 60 years.
- Preservation costs were developed for the period 2011-2041 and were based on existing WSF life-cycle models.

• Keystone is able to share some of the vessel construction, preservation and maintenance costs with other routes if the vessels are interchangeable with the existing fleet.

The critical assumptions used in building the cost projections for terminal construction and preservation were:

- Terminal construction estimates are based on "bottom up" engineering estimates.
- Preservation costs were developed for the period 2011-2041 and were based on existing WSF life-cycle models.
- All terminal configurations assume expansion of the current holding area to accommodate future growth.

The critical assumptions used in building the cost projections for vessel maintenance and operations were:

- Ridership projections and vessel size determine the number of vessels required and the deployment schedule.
- The U.S. Coast Guard determines the staffing levels aboard WSF vessels through the Certificate of Inspection (COI) process.
- Fuel costs are based on the September 2004 diesel index and WSF consumption models.
- Vessel maintenance costs are based on historical WSF maintenance expenditures, maintenance costs for similar vessels and new vessel inventory value compared to the value of the system inventory of the fleet.
- Vessel maintenance costs are calculated over the same time period as the preservation costs.

The critical assumptions used in building the cost projections for terminal maintenance and operations were:

- Terminal maintenance costs based on historical WSF maintenance expenditures for similar terminal configurations.
- Terminal maintenance costs are calculated over the same time period as the preservation costs.
- Terminal operating costs are dependent on the terminal configuration and size.

Other critical assumptions included in the calculations were:

• Incremental service / capacity increase are accomplished through the addition of vessels and/or service hours. The 30 year ridership projections and a constant level of service test were used to determine a consistent threshold for adding service.

III. Observations

- The Steel Electric and "Keystone Special" options are significantly more expensive than other options because these vessels are not interchangeable with the existing fleet, and therefore all costs are allocated to the Keystone route. Additionally, options with small vessels require more vessels and/or increased service hours to meet service demand and this causes all costs to increase.
- Cost estimates for options with all other vessels are relatively close because the vessel sizes are similar. Vessel size drives construction, preservation, operating and maintenance costs.

• Options with the 130 vehicle boat tend to cost less compared to the 100 vehicle boat because the 100 vehicle options require additional vessels and/or increased service hours on the route to meet demand. Additionally, the 130 vehicle vessels are more interchangeable with the existing fleet and this results in a greater sharing of costs with the rest of the system.

Caveats as to the reliability and sensitivity of the cost projections and cost comparisons:

- New vessel technology and terminal mitigation costs contain some uncertainty. Standard
 contingencies were used in the development of the costs, however there are additional
 risks associated with new technology and environmental mitigation that will need to be
 further quantified.
- There are six primary risk factors for the vessels. These include vessel design uncertainty, vessel technology uncertainty, vessel 'life cycle / maintenance' uncertainty, vessel damage potential, vessel operational uncertainty, and vessel interchangeability. For these reasons, the cost estimates for the unknown "New Vessel" options ("out-of-the-box") are less certain than the other cost estimates.
- Environmental mitigation cost and permit-ability are the primary risk factors for the terminal estimates.

Cost Estimates For Keystone Ferry Terminal Study Options In Millions of 2004 Constant Dollars

				Summary						4	Exicting Co.	aditions		
			1	Summary			T				. Existing Co			
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tric ss	***	****	****	***		****	2010	Steel Electric Class	Vessel	\$207	\$119	\$52	\$207	ļ
Steel Electric Class	\$628	\$656	\$663	\$659	\$657	\$657	\$642		Total					\$628
								New / Existing 130 Class						
v / ting las								Kist C						
New / Existing 130 Class		\$440	\$446	\$441	\$440	\$441	\$423	_ U E						
								100 ss						
100 ss								New 100 Class						
New 100 Class		\$452	\$459	\$453	\$452	\$453	\$435							
								Keystone Special Class		Capital	Preservation	Maint.	Operations	
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ystc pec Clas	\$523		\$557	\$552	\$550	\$551	\$536	δ _S S _O	Total	φ121	\$115	φ32	\$107	\$523
										Capital	Preservation	Maint.	Operations	
of- 'x"								"Out-of- the-Box" Idea	Terminal	\$7	\$21	\$3	\$15	l
ut-c -Bo dea	\$432	\$441	\$466	\$444	\$460	\$460	\$445	وَ فَيْ حَ	Vessel Total	\$105	\$76	\$34	\$173	\$432
"Out-of- the-Box" Idea									Total				<u> </u>	ψ - 32
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٥		Capital	Preservation	Maint.	Operations			٥		Capital	Preservation	Maint.	Operations	1
Steel Electric Class	Terminal	\$42	\$9	\$3	\$18			Steel Electric Class	Terminal	\$53	\$9	\$3	\$15	۱ <u>۱</u>
ဇ≝၁	Vessel Total	\$207	\$119	\$52	\$207	\$656		တမ္မ ၁	Vessel Total	\$207	\$119	\$52	\$207	\$663
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sting Clas	Terminal	\$46	\$9	\$3	\$19			sting Clas	Terminal	\$53	\$9	\$3	\$19	
New / Existing 130 Class	Vessel	\$96	\$74	\$28	\$166	6110		New / Existing 130 Class	Vessel	\$96	\$74	\$28	\$166	6110
	Total	Capital	Preservation	Maint.	Operations	\$440			Total	Capital	Preservation	Maint.	Operations	\$446
New 100 Class	Terminal	\$46	\$9	\$3	\$16			New 100 Class	Terminal	\$53	\$9	\$3	\$16	<u>ا</u>
CIS	Vessel	\$101	\$74	\$28	\$176			§ 5 €	Vessel	\$101	\$74	\$28	\$176	
	Total	Conital	Preservation	Maint.	Operations	\$452			Total	Conital	Preservation	Maint.	Operations	\$459
Keystone Special Class	Terminal	Capital \$42	\$9	\$3	\$18			Keystone Special Class	Terminal	Capital \$53	\$9	\$3	\$15	ļ i
eys Spe Cla	Vessel	\$121	\$119	\$52	\$187			Sper	Vessel	\$121	\$119	\$52	\$187	
	Total	0 11 1				\$549			Total	2 11			0 "	\$557
-of- ox" a	Terminal	Capital \$24	Preservation \$9	Maint. \$3	Operations \$18			a o i	Terminal	Capital \$53	Preservation \$9	Maint. \$3	Operations \$15	ļ i
"Out-of- the-Box" Idea	Vessel	\$105	\$76	\$34	\$173			"Out-of- the-Box" Idea	Vessel	\$105	\$76	\$34	\$173	l
. 4	Total					\$441		: ‡	Total					\$466
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el rric	Terminal	Capital	Preservation	Maint.	Operations			rric SS	Terminal	Capital	Preservation	Maint.	Operations	
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	Vessel	\$45 \$207	Preservation \$9 \$119	Maint. \$3 \$52	Operations \$18 \$207	\$659			Vessel	Capital \$46 \$207	Preservation \$9 \$119	Maint. \$3 \$52	Operations \$15 \$207	\$657
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Steel "Out-of- Keystone New 100 New / Lectric the-Box" Special Class Existing Class Idea Class Class Class Idea	Vessel Total Terminal Vessel Total	Capital \$45 \$207 Capital \$47 \$96 Capital \$47 \$101 Capital \$47 \$105 Capital \$47 \$105 Capital \$45 \$121 Capital \$27 \$105 Capital \$207 Capital \$36 \$207 Capital \$36 \$207 Capital \$	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$552 Maint. \$3 \$54 Maint. \$3 \$552 Maint. \$3 \$34	Operations	\$441 \$453 \$552 \$444		Steel "Out-of- Keystone New 100 New / Electric the-Box" Special Class Existing Class I30 Class	Vessel Total Terminal Vessel Total	Capital \$46 \$207 Capital \$46 \$207 Capital \$46 \$996 Capital \$48 \$101 Capital \$48 \$1121 Capital \$46 \$105 7. Exi Capital \$29 \$207 Capital \$29	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$54 Maint. \$3 \$552 Maint. \$3 \$34	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$177 Operations \$15 \$187 Operations \$15 \$173 Operations \$15 \$173 Operations \$18 \$207	\$440 \$452 \$550 \$460
Steel "Out-of- Keystone New 100 New / Lectric the-Box" Special Class Existing Class Idea Class Class Class Idea	Vessel Total Terminal Terminal Terminal Terminal Terminal Terminal Terminal	Capital \$45 \$207 Capital \$47 \$96 Capital \$47 \$96 Capital \$47 \$101 Capital \$45 \$121 Capital \$45 \$121 Capital \$27 \$105 6. Ex Capital \$207 Capital \$38 \$207	Preservation \$9 \$119 Preservation \$9 \$74 Preservation \$9 \$74 Preservation \$9 \$119 Preservation \$9 \$119 Preservation \$17 \$119 Preservation \$17 \$119	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52	Operations	\$441 \$453 \$552 \$444		Steel "Out-of- Keystone New 100 New / Electric the-Box" Special Class Existing Class I30 Class	Vessel Total Terminal Vessel Total	Capital \$46 \$207 Capital \$46 \$96 Capital \$46 \$96 Capital \$46 \$101 Capital \$48 \$121 Capital \$48 \$121 Capital \$49 \$207 Capital \$220 \$227	Preservation \$9 \$119 Preservation \$9 \$74 Preservation \$9 \$74 Preservation \$9 \$119 Preservation \$9 \$119 Preservation \$9 \$119 Preservation \$9 \$177	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$552 Maint. \$3 \$34	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$187 Operations \$15 \$187 Operations \$15 \$173	\$440 \$452 \$550 \$460
"Out-of- Keystone New 100 New / the-Box" Special Class Existing Idea Class 130 Class	Vessel Total Terminal Vessel Total	Capital \$45 \$207 Capital \$47 \$96 Capital \$47 \$101 Capital \$47 \$105 Capital \$47 \$105 Capital \$45 \$121 Capital \$27 \$105 Capital \$207 Capital \$36 \$207 Capital \$36 \$207 Capital \$	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$552 Maint. \$3 \$54 Maint. \$3 \$552 Maint. \$3 \$34	Operations	\$441 \$453 \$552 \$444		New / Steel "Out-of- Keystone New 100 New / Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class Idea (130 Class)	Vessel Total Terminal Vessel Total	Capital \$46 \$207 Capital \$46 \$207 Capital \$46 \$996 Capital \$48 \$101 Capital \$48 \$1121 Capital \$46 \$105 7. Exi Capital \$29 \$207 Capital \$29	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$54 Maint. \$3 \$552 Maint. \$3 \$34	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$177 Operations \$15 \$187 Operations \$15 \$173 Operations \$15 \$173 Operations \$18 \$207	\$440 \$452 \$550 \$460
New / Steel "Out-of- Keystone New 100 New / Existing Electric the-Box" Special Class Existing 130 Class Idea Class Idea Class	Vessel Total Terminal Vessel Total	Capital \$45 \$207 Capital \$47 \$96 Capital \$47 \$96 Capital \$47 \$101 Capital \$45 \$121 Capital \$27 \$105 Capital \$27 \$105 Capital \$36 \$207 Capital \$39 \$96 Capital \$39	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$34	Operations \$18 \$207 Operations \$19 \$166 Operations \$18 \$176 Operations \$18 \$187 Operations \$18 \$187 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$207	\$441 \$453 \$552 \$444 \$657		New / Steel "Out-of- Keystone New 100 New / Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class Idea (130 Class)	Vessel Total Terminal Vessel Total	Capital \$46 \$207 Capital \$46 \$996 Capital \$46 \$101 Capital \$48 \$121 Capital \$48 \$121 Capital \$48 \$220 Capital \$29 \$396 Capital \$29 \$396 Capital	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 h Jetty East Maint. \$3 \$52 Maint. \$3 \$52 Maint.	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$187 Operations \$15 \$173 Operations \$16 \$173 Operations \$16 \$173 Operations \$18 \$207 Operations \$19 \$166 Operations	\$440 \$452 \$550 \$460 \$642
New / Steel "Out-of- Keystone New 100 New / Existing Electric the-Box" Special Class Existing 130 Class Idea Class Idea Class	Vessel Total Terminal Terminal Terminal Terminal Terminal Terminal Terminal Terminal	Capital \$45 \$207 Capital \$47 \$98 Capital \$47 \$101 Capital \$45 \$121 Capital \$27 \$105 Capital \$28 \$207 Capital \$38 \$207 Capital \$39 \$96 Capital \$39	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 ### Line Do Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$53 Maint. \$3 \$53	Operations \$18 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$18 \$187 Operations \$18 \$187 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$187 Operations \$18 \$18	\$441 \$453 \$552 \$444 \$657		New / Steel "Out-of- Keystone New 100 New / Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class Idea (130 Class)	Vessel Total Terminal	Capital \$46 \$207 Capital \$46 \$46 \$56 Capital \$46 \$101 Capital \$46 \$1121 Capital \$46 \$1121 Capital \$48 \$105 7. Exi Capital \$29 \$207 Capital \$29 \$29 \$207	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 h Jetty East Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$187 Operations \$15 \$187 Operations \$15 \$166 Operations \$16 \$173	\$440 \$452 \$550 \$460
New 100 New / Steel "Out-of- Keystone New 100 New / Class Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class	Vessel Total Terminal Vessel Total	Capital \$45 \$207 Capital \$47 \$96 Capital \$47 \$96 Capital \$47 \$101 \$45 \$121 \$45 \$121 \$27 \$105 \$6. Ex \$Capital \$36 \$207 \$6. Capital \$39 \$96 Capital \$39 \$96	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$34	Operations \$18 \$207 Operations \$19 \$166 Operations \$18 \$176 Operations \$18 \$187 Operations \$18 \$187 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$207	\$441 \$453 \$552 \$444 \$657		New 100 New / Steel "Out-of- Keystone New 100 New / Class Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class 130 Class	Vessel Total Terminal Vessel Total	Capital \$46 \$207 Capital \$46 \$996 Capital \$46 \$101 Capital \$48 \$121 Capital \$48 \$121 Capital \$48 \$220 Capital \$29 \$396 Capital \$29 \$396 Capital	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 h Jetty East Maint. \$3 \$52 Maint. \$3 \$52 Maint.	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$187 Operations \$15 \$173 Operations \$16 \$173 Operations \$16 \$173 Operations \$18 \$207 Operations \$19 \$166 Operations	\$440 \$452 \$550 \$460 \$642
New 100 New / Steel "Out-of- Keystone New 100 New / Class Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class	Vessel Total Terminal Vessel Total	Capital \$45 \$207 Capital \$447 \$96 Capital \$45 \$101 Capital \$45 \$121 Capital \$27 \$105 Capital \$36 \$207 Capital \$38 \$207 Capital \$39 \$96 Capital \$39 \$101	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 The Line Do Maint. \$3 \$52	Operations \$18 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$18 \$187 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$207 Operations \$18 \$207 Operations \$19 \$166 Operations \$16 \$176	\$441 \$453 \$552 \$444 \$657		New 100 New / Steel "Out-of- Keystone New 100 New / Class Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class 130 Class	Vessel Total Terminal Vessel Total	Capital \$46 \$207 Capital \$46 \$996 Capital \$46 \$996 Capital \$48 \$101 Capital \$44 \$121 Capital \$48 \$105 7. Exi Capital \$29 \$207 Capital \$29 \$96 Capital \$29 \$101 Capital	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 h Jetty East Maint. \$3 \$52	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$187 Operations \$15 \$187 Operations \$15 \$173 Operations \$16 \$173 Operations \$18 \$207 Operations \$18 \$217 Operations \$19 \$166 Operations \$16 \$176 Operations	\$440 \$452 \$550 \$460
New 100 New / Steel "Out-of- Keystone New 100 New / Class Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class	Vessel Total Terminal	Capital \$45 \$207 Capital \$47 \$101 Capital \$45 \$27 \$105 Capital \$27 \$105 Capital \$27 \$105 Capital \$36 \$207 Capital \$39 \$96 Capital \$39 \$101 Capital \$339 \$3101 Capital \$336 \$339 \$3101 Capital \$336 \$339 \$3101 Capital \$336 \$330 \$330 \$330 \$330 \$330 \$330 \$330	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52	Operations	\$441 \$453 \$552 \$444 \$657		New 100 New / Steel "Out-of- Keystone New 100 New / Class Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class 130 Class	Vessel Total Terminal	Capital \$46 \$207 Capital \$46 \$96 Capital \$48 \$101 Capital \$46 \$1121 Capital \$46 \$105 7. Exi Capital \$29 \$207 Capital \$29 \$207 Capital \$29 \$2101 Capital \$29 \$207	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 h Jetty East Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$187 Operations \$15 \$173 Operations \$15 \$173 Operations \$18 \$207 Operations \$18 \$217 Operations \$18 \$2176 Operations \$18 \$2176	\$440 \$452 \$550 \$460 \$642
New 100 New / Steel "Out-of- Keystone New 100 New / Class Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class	Vessel Total Terminal Vessel Total	Capital \$45 \$207 Capital \$447 \$96 Capital \$45 \$101 Capital \$45 \$121 Capital \$27 \$105 Capital \$36 \$207 Capital \$38 \$207 Capital \$39 \$96 Capital \$39 \$101	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 The Line Do Maint. \$3 \$52	Operations \$18 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$18 \$187 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$207 Operations \$18 \$207 Operations \$19 \$166 Operations \$16 \$176	\$441 \$453 \$552 \$444 \$657 \$441		New 100 New / Steel "Out-of- Keystone New 100 New / Class Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class 130 Class	Vessel Total Terminal Vessel Total	Capital \$46 \$207 Capital \$46 \$907 Capital \$46 \$96 Capital \$48 \$101 Capital \$48 \$121 Capital \$48 \$105 7. Exi Capital \$29 \$207 Capital \$29 \$96 Capital \$29 \$101 Capital	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 h Jetty East Maint. \$3 \$52	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$187 Operations \$15 \$187 Operations \$15 \$173 Operations \$16 \$173 Operations \$18 \$207 Operations \$18 \$217 Operations \$19 \$166 Operations \$16 \$176 Operations	\$440 \$452 \$550 \$460 \$642 \$423
Keystone New 100 New 6 Steel "Out-of- Keystone New 100 New 100	Vessel Total Terminal	Capital \$45 \$207 Capital \$47 \$101 Capital \$45 \$27 \$105 Capital \$27 \$105 Capital \$27 \$105 Capital \$36 \$207 Capital \$39 \$96 Capital \$39 \$101 Capital \$339 \$3101 Capital \$336 \$339 \$3101 Capital \$336 \$339 \$3101 Capital \$336 \$330 \$330 \$330 \$330 \$330 \$330 \$330	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52	Operations	\$441 \$453 \$552 \$444 \$657		Keystone New 100 New 100	Vessel Total Terminal	Capital \$46 \$207 Capital \$46 \$96 Capital \$48 \$101 Capital \$46 \$1121 Capital \$46 \$105 7. Exi Capital \$29 \$207 Capital \$29 \$207 Capital \$29 \$2101 Capital \$29 \$207	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 h Jetty East Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$52	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$187 Operations \$15 \$173 Operations \$15 \$173 Operations \$18 \$207 Operations \$18 \$217 Operations \$18 \$2176 Operations \$18 \$2176	\$440 \$452 \$550 \$460 \$642
Keystone New 100 New 6 Steel "Out-of- Keystone New 100 New 100	Vessel Total Terminal	Capital \$45 \$207 Capital \$47 \$101 Capital \$47 \$101 Capital \$27 \$105 Capital \$38 \$207 Capital \$38 \$207 Capital \$39 \$39 \$101 Capital \$336 \$211 Capital \$336 \$3121 Capital \$336 \$336 \$336 \$336 \$336 \$336 \$336 \$33	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 Chair Line Do Maint. \$3 \$52 Maint. \$3 \$53	Operations \$18 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$18 \$187 Operations \$18 \$173 Operations \$18 \$173 Operations \$18 \$207 Operations \$18 \$207 Operations \$18 \$207 Operations \$19 \$166 Operations \$18 \$176 Operations \$18 \$176 Operations \$18 \$176 Operations \$18 \$176 Operations \$18 \$187	\$441 \$453 \$552 \$444 \$657 \$441		Keystone New 100 New 100	Vessel Total Terminal	Capital \$46 \$207 Capital \$46 \$9207 Capital \$46 \$96 Capital \$48 \$101 Capital \$48 \$121 Capital \$46 \$105 7. Exi Capital \$29 \$207 Capital \$29 \$207 Capital \$29 \$101 Capital \$29 \$121 Capital \$29 \$207	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 h Jetty East Maint. \$3 \$52	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$177 Operations \$15 \$173 Operations \$18 \$207 Operations \$19 \$166 Operations \$19 \$166 Operations \$18 \$2176 Operations \$18 \$2176 Operations \$18 \$18 \$180 Operations \$18 \$180 Operations \$18 \$180 Operations \$18	\$440 \$452 \$550 \$460 \$642 \$423
New 100 New / Steel "Out-of- Keystone New 100 New / Class Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class	Vessel Total Terminal Vessel Total	Capital \$45 \$207 Capital \$47 \$98 Capital \$47 \$101 Capital \$27 \$105 Capital \$27 \$105 Capital \$28 \$207 Capital \$38 \$207 Capital \$39 \$36 Capital \$39 \$101 Capital \$36 \$121 Capital \$36 \$121 Capital \$36 \$121 Capital \$36 \$121 Capital \$38 \$36 \$121 Capital \$38 \$36 \$121 Capital \$38 \$36 \$121 Capital \$38 \$3101 Capital \$310 \$310 \$310 \$310 \$310 \$310 \$310 \$310	Preservation	Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 ### Line Do Maint. \$3 \$52 Maint.	Operations	\$441 \$453 \$552 \$444 \$657 \$441		New 100 New / Steel "Out-of- Keystone New 100 New / Class Existing Electric the-Box" Special Class Existing 130 Class Class Idea Class 130 Class	Vessel Total Terminal Vessel Total	Capital \$46 \$207 Capital \$46 \$96 Capital \$48 \$96 Capital \$48 \$101 Capital \$46 \$121 Capital \$48 \$105 7. Exi Capital \$29 \$207 Capital \$29 \$101 Capital \$29 \$101 Capital \$29 \$101 Capital \$29 \$101 Capital	Preservation	Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$28 Maint. \$3 \$28 Maint. \$3 \$52 Maint. \$3 \$52 Maint. \$3 \$34 h Jetty East Maint. \$3 \$52 Maint. \$3 \$53 Maint. \$3 \$53 Maint. \$3 \$53 Maint. \$3 \$53 Maint.	Operations \$15 \$207 Operations \$19 \$166 Operations \$16 \$176 Operations \$15 \$187 Operations \$15 \$187 Operations \$15 \$173 Operations \$18 \$207 Operations \$18 \$2176 Operations \$18 \$187 Operations \$18 \$187 Operations \$18 \$187	\$440 \$452 \$550 \$460 \$642 \$423

KeystoneCost_Back-up.xls 1 30 NOV 04

Cost Estimates For Keystone Ferry Terminal Study Options In Millions of Current Dollars Inflated to the Year of Expenditure

Steel Electric Class				Summary						1	. Existing Co	nditions		
ss	Tml 1	Tml 2	Tml 3	Tml 4	Tml 5	Tml 6	Tml 7			Capital	Preservation	Maint.	Operations	Π
ss ifric	1111111	11111 2	111113	11111 4	11111 5	111110	111117	sel stric	Terminal	\$8	\$30	\$5	\$28	•
w () m	\$1,195	\$1,235	\$1,239	\$1,237	\$1,232	\$1,240	\$1,220	Steel Electric Class	Vessel	\$237	\$333	\$111	\$443	
ᅓᆵᄚ	ψ1,100	ψ1,233	\$1,233	Ψ1,237	Ψ1,232	Ψ1,240	\$1,220		Total					\$1,195
								New / Existing 130 Class						
w /		\$824	\$830	\$824	\$823	\$828	\$805	Nev ixis: 0 C						
New / Existing 130 Class		4024	\$030	Ψ02-4	ψ023	Ψ020	\$005							
								100 ss						
/10 ass		\$846	\$852	\$845	\$844	\$850	\$826	New 100 Class						
New 100 Class		40.0	V 002	40.0	4 0	4000	¥020			Capital	Preservation	Maint.	Operations	
								Keystone Special Class	Terminal	\$8	\$30	\$5	\$31	
stor ecia ass	\$1,064	\$1,102	\$1,106	\$1,104	\$1,099	\$1,106	\$1,087	Spe Cla	Vessel	\$138	\$333	\$111	\$409	
Keystone Special Class									Total	Capital	Preservation	Maint.	Operations	\$1,064
								"Out-of- the-Box" Idea	Terminal	\$8	\$30	\$5	\$31	1
dea Ago	\$841	\$860	\$883	\$862	\$876	\$884	\$864	The Ithe	Vessel	\$118	\$208	\$72	\$370	\$841
"Out-of- the-Box" Idea								-	Total					\$041
		2. Exis	sting Slip wit	h Jetty Ex	tension	•				3. Harbo	r Mouth Slip I	East State P	ark	
_ <u>:</u>		Capital	Preservation	Maint.	Operations			_ <u>:</u>		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal Vessel	\$46 \$237	\$22 \$333	\$5 \$111	\$38 \$443			Steel Electric Class	Terminal Vessel	\$58 \$237	\$20 \$333	\$5 \$111	\$32 \$443	<u> </u>
	Total	,	****		7	\$1,235			Total	¥==-		*	7	\$1,239
ng ass	T	Capital	Preservation	Maint.	Operations			ng ass		Capital	Preservation	Maint.	Operations	
New / Existing 130 Class	Terminal Vessel	\$51 \$107	\$22 \$183	\$5 \$59	\$41 \$356			New / Existing 130 Class	Terminal Vessel	\$58 \$107	\$20 \$183	\$5 \$59	\$41 \$356	1
_ U &	Total				·	\$824			Total	·				\$830
38 J	Terminal	Capital \$51	Preservation \$22	Maint. \$5	Operations \$33			New 100 Class	Terminal	Capital \$58	Preservation \$20	Maint. \$5	Operations \$33]
New 100 Class	Vessel	\$114	\$185	\$59	\$377			ew . Clas	Vessel	\$114	\$185	\$59	\$377	
	Total					\$846			Total					\$852
Keystone Special Class	Terminal	Capital \$46	Preservation \$22	Maint. \$5	Operations \$38			Keystone Special Class	Terminal	Capital \$58	Preservation \$20	Maint. \$5	Operations \$32	1
Spec	Vessel	\$138	\$333	\$111	\$409			eyst Sper Cla	Vessel	\$138	\$333	\$111	\$409	
	Total	Capital	Preservation	Maint.	Operations	\$1,102			Total	Capital	Preservation	Maint.	Operations	\$1,106
t-of- 3ox'	Terminal	\$27	\$22	\$5	\$38			"Out-of- the-Box" Idea	Terminal	\$58	\$20	\$5	\$32	1
"Out-of- the-Box" Idea	Vessel Total	\$118	\$208	\$72	\$370	\$860		o he-f	Vessel	\$118	\$208	\$72	\$370	
-	i Otai								Total					
		4. In H	arbor Slip St	ate Park 1	erminal	\$000		. 4	Total	5. West	State Park Sli	p and Termi	nal	\$883
		Capital	arbor Slip St Preservation	Maint.	Operations	\$000				Capital	State Park Sli Preservation	Maint.	Operations	\$883
	Terminal	Capital \$50	Preservation \$20	Maint. \$5	Operations \$38	\$000			Terminal	Capital \$51	Preservation \$20	Maint. \$5	Operations \$32	\$883
Steel Electric Class	Terminal Vessel Total	Capital	Preservation	Maint.	Operations	\$1,237		Steel Electric Class		Capital	Preservation	Maint.	Operations	\$1,232
Steel Electric Class	Vessel Total	Capital \$50 \$237 Capital	Preservation \$20 \$333 Preservation	Maint. \$5 \$111 Maint.	Operations \$38 \$443 Operations			Steel Electric Class	Terminal Vessel Total	Capital \$51 \$237 Capital	Preservation \$20 \$333 Preservation	Maint. \$5 \$111 Maint.	Special Specia	
Steel Electric Class	Vessel Total Terminal	\$50 \$237	Preservation \$20 \$333	Maint. \$5 \$111	Operations \$38 \$443			Steel Electric Class	Terminal Vessel Total	Capital \$51 \$237	Preservation \$20 \$333	Maint. \$5 \$111	Operations \$32 \$443	
	Vessel Total	Capital \$50 \$237 Capital \$52 \$107	Preservation \$20 \$333 Preservation \$20 \$183	Maint. \$5 \$111 Maint. \$5 \$59	Operations \$38 \$443 Operations \$41 \$356				Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107	Preservation \$20 \$333 Preservation \$20 \$183	Maint. \$5 \$111 Maint. \$5 \$59	Operations \$32 \$443 Operations \$41 \$356	
New / Steel Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$52 \$107 Capital	Preservation \$20 \$333 Preservation \$20 \$183 Preservation	Maint. \$5 \$111 Maint. \$5 \$59	Operations \$38 \$443 Operations \$41 \$356 Operations	\$1,237		0 New / Steel Existing Electric 130 Class Class	Terminal Vessel Total Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107	Preservation \$20 \$333 Preservation \$20 \$183 Preservation	Maint. \$5 \$111 Maint. \$5 \$59	Operations	\$1,232
New / Steel Existing Electric 130 Class Class	Vessel Total Terminal Vessel	Capital \$50 \$237 Capital \$52 \$107	Preservation \$20 \$333 Preservation \$20 \$183	Maint. \$5 \$111 Maint. \$5 \$59	Operations \$38 \$443 Operations \$41 \$356	\$1,237 \$824		0 New / Steel Existing Electric 130 Class Class	Terminal Vessel Total Terminal Vessel	Capital \$51 \$237 Capital \$51 \$107	Preservation \$20 \$333 Preservation \$20 \$183	Maint. \$5 \$111 Maint. \$5 \$59	Operations \$32 \$443 Operations \$41 \$356	\$1,232 \$1,232 \$823
New 100 New / Steel Class Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$52 \$107 Capital \$52 \$114	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$183	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$3377	\$1,237		New 100 New / Steel Class Existing Electric 130 Class	Terminal Vessel Total Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377	\$1,232
New 100 New / Steel Class Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel	Capital \$50 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$52 \$114	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185 Preservation \$20 \$20 \$20 \$20	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations	\$1,237 \$824		New 100 New / Steel Class Existing Electric 130 Class	Terminal Vessel Total Terminal Vessel Total Terminal Vessel	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$114	Preservation \$20 \$333 Preservation \$20 \$185 Preservation \$20 \$185	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$33	\$1,232 \$1,232 \$823
New 100 New / Steel Class Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel	Capital \$50 \$237 Capital \$52 \$107 Capital \$52 \$1114 Capital	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations	\$1,237 \$824 \$845		ystone New 100 New / Steel Pecial Class Existing Electric Class 130 Class Class	Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185 Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations	\$1,232 \$823 \$844
Keystone New 100 New / Steel Special Class Existing Electric Class (130 Class Class	Vessel Total Terminal Vessel Terminal Vessel Total Terminal	Capital \$50 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$52 \$114 Capital \$50 \$138	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185 Preservation \$20 \$185 Preservation \$20 \$333	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$38 \$409	\$1,237 \$824		Keystone New 100 New / Steel Special Class Existing Electric Class 130 Class Class	Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$114	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185 Preservation \$20 \$185 Preservation \$20 \$333	Maint. \$5 \$1111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409	\$1,232 \$823
Keystone New 100 New / Steel Special Class Existing Electric Class (130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Terminal	Capital \$50 \$237 Capital \$55 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$50 \$138 Capital \$30	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185 Preservation \$20 \$333 Preservation \$20 \$333	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59	Operations \$38 \$443 Operations \$41 \$336 Operations \$33 \$377 Operations \$38 \$409 Operations	\$1,237 \$824 \$845		Keystone New 100 New / Steel Special Class Existing Electric Class 130 Class Class	Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Terminal	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$114 Capital \$51 \$138	Preservation \$20 \$333 Preservation \$20 \$185 Preservation \$20 \$185 Preservation \$20 \$333 Preservation \$20 \$333	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations	\$1,232 \$823 \$844
Keystone New 100 New / Steel Special Class Existing Electric Class (130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$50 \$138 \$138 Capital \$50 \$138 \$138 \$138 \$138 \$138 \$138 \$138 \$138	Preservation \$20 \$183 Preservation \$20 \$183 Preservation \$20 \$185 Preservation \$20 \$185 Preservation \$20 \$7333	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint.	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$38 \$409 Operations	\$1,237 \$824 \$845 \$1,104		Keystone New 100 New / Steel Special Class Existing Electric Class 130 Class Class	Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$114 Capital \$51 \$Capital \$51 \$Capital \$51 \$Capital \$51 \$Capital \$51 \$Capital \$51	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185 Preservation \$20 \$7333 Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111	Operations \$32 \$443	\$1,232 \$823 \$844 \$1,099
New 100 New / Steel Class Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Terminal	Capital \$50 \$237 Capital \$52 \$107 Capital \$52 \$1107 Capital \$52 \$113 Capital \$50 \$138 Capital \$50 \$138 Capital \$30 \$118	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$79	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$370	\$1,237 \$824 \$845		ystone New 100 New / Steel Pecial Class Existing Electric Class 130 Class Class	Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Terminal	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$114 Capital \$51 \$51 \$118	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185 Preservation \$20 \$2333 Preservation \$20 \$208	Maint. \$5 \$1111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$1111 Maint. \$5	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$370	\$1,232 \$823 \$844
"Out-of- Keystone New/100 New/ Steel the-Box" Special Class Existing Electric Idea Class (130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$55 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$50 \$138 Capital \$30 \$118 6. Ex	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$772	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$370 Operations \$38 \$370 Operations \$38 \$370	\$1,237 \$824 \$845 \$1,104		"Out-of- Keystone New 100 New / Steel the-Box" Special Class Existing Electric Idea Class Class Class	Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$138	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$72 h Jetty East Maint.	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$470 Operations	\$1,232 \$823 \$844 \$1,099
"Out-of- Keystone New/100 New/ Steel the-Box" Special Class Existing Electric Idea Class (130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$55 \$237 Capital \$52 \$110 \$5107 Capital \$52 \$114 Capital \$50 \$138 Capital \$30 \$118 Capital \$30 \$318 Capital \$330 \$318 Capital \$330 \$318 Capital \$330 \$330 \$330 \$330 \$330 \$330 \$330 \$33	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$72 th Line Do Maint. \$5	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$370 Operations \$38 \$370	\$1,237 \$824 \$845 \$1,104		"Out-of- Keystone New 100 New / Steel the-Box" Special Class Existing Electric Idea Class Class Class	Terminal Vessel Total Terminal Terminal Terminal Terminal Terminal Terminal Terminal	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$138	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$208	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$72	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$370 Operations \$33	\$1,232 \$823 \$844 \$1,099
Steel "Out-of- Keystone New 100 New / Steel Electric the-Box" Special Class Existing Electric Class Idea Class Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$55 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$50 \$138 Capital \$30 \$118 6. Ex	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$772	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$370 Operations \$38 \$370 Operations \$38 \$370	\$1,237 \$824 \$845 \$1,104		Steel "Out-of- Keystone New 100 New / Steel Electric the-Box" Special Class Existing Electric Class Idea Class (Jass Class	Terminal Vessel Total Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$138	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$72 h Jetty East Maint.	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$470 Operations	\$1,232 \$823 \$844 \$1,099
Steel "Out-of- Keystone New 100 New / Steel Electric the-Box" Special Class Existing Electric Class Idea Class Class Class	Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$55 \$107 Capital \$52 \$1107 Capital \$52 \$114 Capital \$50 \$138 Capital \$30 \$118 Capital \$39 \$237 Capital \$39 \$237 Capital	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 th Line Do Maint. \$5 \$111 Maint.	Operations \$38 \$443 Operations \$41 \$336 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$409 Operations \$38 \$443 Operations Operations	\$1,237 \$824 \$845 \$1,104 \$862		Steel "Out-of- Keystone New 100 New / Steel Electric the-Box" Special Class Existing Electric Class Idea Class (Jass Class	Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$118 Capital \$51 \$138 Capital \$51 \$237 Capital \$31 \$237	Preservation \$20 \$333 Preservation \$20 \$185 Preservation \$20 \$185 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$208	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 Ch Jetty East Maint. \$5 \$111 Maint.	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$449 Operations \$33 \$370	\$1,232 \$823 \$844 \$1,099
Steel "Out-of- Keystone New 100 New / Steel Electric the-Box" Special Class Existing Electric Class Idea Class Class Class	Vessel Total Terminal Terminal Terminal Terminal Terminal Terminal Terminal Terminal Terminal	Capital \$50 \$237 Capital \$52 \$114 Capital \$50 \$138 Capital \$52 \$114 Capital \$50 \$138 Capital \$30 \$118 Capital \$30 \$237 Capital \$43 \$43	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$111	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$409 Operations \$38 \$443 Operations \$38 \$443	\$1,237 \$824 \$845 \$1,104 \$862		Steel "Out-of- Keystone New 100 New / Steel Electric the-Box" Special Class Existing Electric Class Idea Class (Jass Class	Terminal Vessel Total Terminal	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$138	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$72 Ch Jetty East Maint. \$5 \$111 Maint. \$5 \$5 \$111	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$449 Operations \$340 Operations	\$1,232 \$823 \$844 \$1,099
New / Steel "Out-of- Keystone New 100 New / Steel Existing Electric the-Box" Special Class Existing Electric 130 Class Class Idea Class Class	Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$55 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$30 \$118 Capital \$39 \$237 Capital \$43 \$50 \$118 Capital \$30 \$118 Capital \$40 \$118 Ca	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$409 Operations \$38 \$370	\$1,237 \$824 \$845 \$1,104 \$862		New / Steel "Out-of- Keystone New 100 New / Steel Existing Electric the-Box" Special Class Existing Electric 130 Class Class Class	Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$118 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$118 7. Exi Capital \$31 \$237 Capital \$31 \$237	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$208 Preservation \$20 \$2185	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 h Jetty East Maint. \$5 \$111 Maint. \$5 \$5 \$111	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$449 Operations \$340 Operations \$350 Operations \$360 Operations \$370 Operations \$380 \$443 Operations \$410 \$356	\$1,232 \$823 \$844 \$1,099
New / Steel "Out-of- Keystone New 100 New / Steel Existing Electric the-Box" Special Class Existing Electric 130 Class Class Idea Class Class	Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$50 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$50 \$138 Capital \$30 \$118 Capital \$39 \$237 Capital \$43 \$107 Capital \$43	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 th Line Do Maint. \$5 \$111 Maint. \$5 \$111	Operations \$38 \$443 Operations \$41 \$336 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$409 Operations \$38 \$370 Operations \$38 \$370 Operations \$38 \$370 Operations \$38 \$443 Operations \$41 \$356	\$1,237 \$824 \$845 \$1,104 \$862		New / Steel "Out-of- Keystone New 100 New / Steel Existing Electric the-Box" Special Class Existing Electric 130 Class Class Class	Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$118 7. Exi Capital \$31 \$237 Capital \$31 \$237 Capital \$31 \$237	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$185 Preservation \$20 \$183 Preservation \$21 \$333 Preservation \$22 \$333 Preservation \$22 \$183	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 Ch Jetty East Maint. \$5 \$111 Maint. \$5 \$111	Operations \$32 \$443	\$1,232 \$823 \$844 \$1,099 \$1,220
New / Steel "Out-of- Keystone New 100 New / Steel Existing Electric the-Box" Special Class Existing Electric 130 Class Class Idea Class Class	Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$55 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$30 \$118 Capital \$39 \$237 Capital \$43 \$50 \$118 Capital \$30 \$118 Capital \$40 \$118 Ca	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$409 Operations \$38 \$370	\$1,237 \$824 \$845 \$1,104 \$862		New / Steel "Out-of- Keystone New 100 New / Steel Existing Electric the-Box" Special Class Existing Electric 130 Class Class Class	Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$118 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$118 7. Exi Capital \$31 \$237 Capital \$31 \$237	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$208 Preservation \$20 \$2185	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 h Jetty East Maint. \$5 \$111 Maint. \$5 \$5 \$111	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$449 Operations \$340 Operations \$350 Operations \$360 Operations \$370 Operations \$380 \$443 Operations \$410 \$356	\$1,232 \$823 \$844 \$1,099 \$1,220
New 100 New / Steel "Out-of- Keystone New 100 New / Steel Class Existing Electric the-Box" Special Class Existing Electric Idea Class Class Class Class	Vessel Total Terminal Terminal Terminal Terminal Terminal Terminal Terminal Terminal	Capital \$50 \$237 Capital \$55 \$107 Capital \$52 \$114 Capital \$50 \$138 Capital \$30 \$118 Capital \$39 \$237 Capital \$43 \$107 Capital \$43 \$114	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$72 th Line Do Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$5 \$111 Maint. \$5 \$5 \$111	Operations \$38 \$443 Operations \$41 \$336 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$370 Operations \$38 \$443	\$1,237 \$824 \$845 \$1,104 \$862		New 100 New / Steel "Out-of- Keystone New 100 New / Steel Class Existing Electric the-Box" Special Class Existing Electric the-Box" Special Class Class Class Class	Terminal Vessel Total Terminal	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$114 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$118 7. Exi Capital \$31 \$237 Capital \$31 \$237 Capital \$31 \$107	Preservation \$20 \$333 Preservation \$20 \$185 Preservation \$20 \$185 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$208 Preservation \$20 \$2185 Preservation \$22 \$333 Preservation \$22 \$333 Preservation \$22 \$333 Preservation \$22 \$333	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 Ch Jetty East Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$5 \$111	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$409 Operations \$32 \$419 Operations \$33 \$370 Operations \$33 \$370 Operations \$33 \$370	\$1,232 \$823 \$844 \$1,099 \$876
New 100 New / Steel "Out-of- Keystone New 100 New / Steel Class Existing Electric the-Box" Special Class Existing Electric Idea Class Class Class Class	Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$55 \$2 \$114 Capital \$50 \$138 Capital \$52 \$114 Capital \$50 \$138 Capital \$43 \$107 Capital \$43 \$114 Capital \$43 \$114 Capital \$43 \$514 Cap	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$72 Ith Line Do Maint. \$5 \$111 Maint. \$5 \$72 Maint. \$5 \$111 Maint. \$5 \$72 Maint. \$5 \$111 Maint. \$5 \$72 Maint. \$5 \$111	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$370 Operations \$38 \$370 Operations \$38 \$370 Operations \$38 Operations \$38 \$443 Operations \$38 \$443 Operations \$38 \$447 \$356 Operations \$31 \$3577	\$1,237 \$824 \$845 \$1,104 \$862 \$1,240		New 100 New / Steel "Out-of- Keystone New 100 New / Steel Class Existing Electric the-Box" Special Class Existing Electric the-Box" Special Class Class Class Class	Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$51 \$114 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$118 7. Exi Capital \$31 \$237 Capital \$31 \$107 Capital \$31 \$114 Capital	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 Ch Jetty East Maint. \$5 \$111 Maint. \$5 \$5 \$111	Operations \$32 \$443	\$1,232 \$823 \$844 \$1,099 \$876
New 100 New / Steel "Out-of- Keystone New 100 New / Steel Class Existing Electric the-Box" Special Class Existing Electric Idea Class Class Class Class	Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$55 \$107 Capital \$52 \$114 Capital \$50 \$138 Capital \$30 \$118 Capital \$39 \$237 Capital \$43 \$107 Capital \$43 \$114	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$72 th Line Do Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$5 \$111 Maint. \$5 \$5 \$111	Operations \$38 \$443 Operations \$41 \$336 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$370 Operations \$38 \$443	\$1,237 \$824 \$845 \$1,104 \$862 \$1,240 \$828		New 100 New / Steel "Out-of- Keystone New 100 New / Steel Class Existing Electric the-Box" Special Class Existing Electric the-Box" Special Class Class Class Class	Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$114 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$118 7. Exi Capital \$31 \$237 Capital \$31 \$237 Capital \$31 \$107	Preservation \$20 \$333 Preservation \$20 \$185 Preservation \$20 \$185 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$208 Preservation \$20 \$2185 Preservation \$22 \$333 Preservation \$22 \$333 Preservation \$22 \$333 Preservation \$22 \$333	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 Ch Jetty East Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$5 \$111	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$409 Operations \$32 \$419 Operations \$33 \$370 Operations \$33 \$370 Operations \$33 \$370	\$1,232 \$823 \$844 \$1,099 \$876 \$1,220 \$805
Keystone New 100 New / Steel "Out-of- Keystone New 100 New / Steel Special Class Existing Electric the-Box" Special Class Existing Electric Class Idea Class Class Class Class	Vessel Total Terminal	Capital \$50 \$237 Capital \$50 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$50 \$138 Capital \$30 \$118 Capital \$39 \$237 Capital \$43 \$107 Capital \$43 \$114 Capital \$43 \$114 Capital \$39 \$138 Capital \$45 \$45 \$114 Capital \$45 \$45 \$114 Capital \$45 \$14	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 th Line Do Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111	Operations \$38 \$443 Operations \$41 \$336 Operations \$41 \$336 Operations \$38 \$409 Operations \$38 \$409 Operations \$38 \$370 Operations \$38 \$443	\$1,237 \$824 \$845 \$1,104 \$862 \$1,240		Keystone Special Class Existing Class Electric Class Tigo Class Class Class Class Class Class Class Class Class	Terminal Vessel Total Terminal Terminal Vessel Total Terminal	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$138 Capital \$51 \$118 7. Exi Capital \$31 \$237 Capital \$31 \$107 Capital \$31 \$114 Capital \$31 \$114	Preservation \$20 \$333 Preservation \$20 \$183 Preservation \$20 \$185 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$333 Preservation \$20 \$185 Preservation \$22 \$183	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 Ch Jetty East Maint. \$5 \$111 Maint. \$5 \$5 \$111 Maint. \$5 \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$409 Operations \$32 \$370 Operations \$33 \$370 Operations \$38 \$443 Operations \$38 \$443 Operations \$41 \$356 Operations \$41 \$356 Operations \$41 \$41 \$41 \$41 \$41 \$41 \$41 \$41 \$41 \$41	\$1,232 \$823 \$844 \$1,099 \$876
Keystone New 100 New / Steel "Out-of- Keystone New 100 New / Steel Special Class Existing Electric the-Box" Special Class Existing Electric Class Idea Class Class Class Class	Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$550 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$50 \$138 Capital \$30 \$118 Capital \$39 \$237 Capital \$43 \$107 Capital \$43 \$114 Capital \$39 \$138 Capital \$39 \$138 Capital \$43 \$414 Capital \$43 \$414 Capital \$43 \$414 Capital \$43 \$43 \$414 Capital \$44 \$44 \$414 Capital \$44 Capital \$44 \$414 Capital \$44 \$44 Capital \$	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 Ith Line Do Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$5 \$111 Maint. \$5 \$5 \$111 Maint. \$5 \$5 \$111 Maint. \$5 \$5 \$111 Maint.	Operations \$38 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$38 \$409 Operations \$38 \$370 Operations \$38 \$370 Operations \$38 \$370 Operations \$38 \$370 Operations \$38 \$443 Operations \$38 \$443 Operations \$31 \$356 Operations \$33 \$377 Operations \$33 \$377	\$1,237 \$824 \$845 \$1,104 \$862 \$1,240 \$828		Keystone Special Class Existing Class Electric Class Tigo Class Class Class Class Class Class Class Class Class	Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$114 Capital \$51 \$118 Capital \$51 \$118 7. Exi Capital \$31 \$237 Capital \$31 \$117 Capital \$31 \$31 \$31 \$31 \$31 \$31 \$31 \$31 \$31 \$31	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 Ch Jetty East Maint. \$5 \$111 Maint. \$5 \$5111 Maint. \$5 \$5111 Maint. \$5 \$5111 Maint. \$5 \$5111 Maint. \$5 \$559 Maint. \$5 \$59	Operations \$32 \$443 \$356 \$32 \$443 \$356 \$377 \$32 \$409 \$32 \$370 \$38 \$443 \$356 \$38 \$443 \$356 \$3377 \$338 \$377 \$338 \$499 \$388 \$449 \$488 \$449 \$488	\$1,232 \$823 \$844 \$1,099 \$876 \$1,220 \$805
New 100 New / Steel "Out-of- Keystone New 100 New / Steel Class Existing Electric the-Box" Special Class Existing Electric Idea Class Class Class Class	Vessel Total Terminal Vessel Total	Capital \$50 \$237 Capital \$50 \$237 Capital \$52 \$107 Capital \$52 \$114 Capital \$50 \$138 Capital \$30 \$118 Capital \$39 \$237 Capital \$43 \$107 Capital \$43 \$114 Capital \$43 \$114 Capital \$39 \$138 Capital \$45 \$45 \$114 Capital \$45 \$45 \$114 Capital \$45 \$14	Preservation	Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$111 Maint. \$5 \$72 th Line Do Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$111	Operations \$38 \$443 Operations \$41 \$336 Operations \$41 \$336 Operations \$38 \$409 Operations \$38 \$409 Operations \$38 \$370 Operations \$38 \$443	\$1,237 \$824 \$845 \$1,104 \$862 \$1,240 \$828		New 100 New / Steel "Out-of- Keystone New 100 New / Steel Class Existing Electric the-Box" Special Class Existing Electric the-Box" Special Class Class Class Class	Terminal Vessel Total	Capital \$51 \$237 Capital \$51 \$107 Capital \$51 \$1107 Capital \$51 \$114 Capital \$51 \$138 Capital \$51 \$118 7. Exi Capital \$31 \$237 Capital \$31 \$107 Capital \$31 \$107	Preservation	Maint. \$5 \$111 Maint. \$5 \$111 Maint. \$5 \$59 Maint. \$5 \$59 Maint. \$5 \$72 Ch Jetty East Maint. \$5 \$111 Maint. \$5	Operations \$32 \$443 Operations \$41 \$356 Operations \$33 \$377 Operations \$32 \$409 Operations \$32 \$409 Operations \$32 \$370 Operations \$33 \$370 Operations \$38 \$443 Operations \$38 \$443 Operations \$41 \$356 Operations \$41 \$356 Operations \$41 \$41 \$41 \$41 \$41 \$41 \$41 \$41 \$41 \$41	\$1,232 \$823 \$844 \$1,099 \$876 \$1,220 \$805

Cost Estimates For Keystone Ferry Terminal Study Options In Millions of 2004 Present Value Dollars

			ç	Summary						1	. Existing Cor	nditions		
	Tml 1	Tml 2	Tml 3	Tml 4	Tml 5	Tml 6	Tml 7		I	Capital	Preservation	Maint.	Operations	
L .	111111	11111 2	11111 3	11111 4	TIIII Ə	11111 0	11/11 /	ss ss	Terminal	\$6	\$15	staint.	\$7	
Steel Electric Class	\$367	\$387	\$394	\$389	\$389	\$386	\$376	Steel Electric Class	Vessel Total	\$169	\$45	\$25	\$100	\$367
New / Existing E 130 Class		\$257	\$262	\$258	\$257	\$255	\$242	New / Existing 130 Class						
New 100 Class		\$264	\$269	\$264	\$264	\$262	\$249	Class		Capital	Preservation	Maint.	Operations	
Keystone Special Class	\$285	\$305	\$312	\$307	\$306	\$303	\$293	Keystone Special Class	Terminal Vessel Total	\$6 \$98	\$15 \$45	\$1 \$25 Maint.	\$7 \$88 Operations	\$285
"Out-of- the-Box" Idea	\$245	\$250	\$272	\$252	\$266	\$263	\$253	"Out-of- the-Box" Idea	Terminal Vessel Total	\$6 \$87	\$15 \$29	\$1 \$16	\$7 \$84	\$245
			sting Slip wit								r Mouth Slip I			
့် s	T	Capital	Preservation	Maint.	Operations			္ ၁ ၁		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal Vessel	\$35 \$169	\$4 \$45	\$1 \$25	\$9 \$100			Steel Electric Class	Terminal Vessel	\$44 \$169	\$4 \$45	\$1 \$25	\$7 \$100	
	Total	Canital	Preservation	Maint.	Operations	\$387			Total	Capital	Preservation	Maint.	Operations	\$394
New / Existing 130 Class	Terminal	Capital \$39	\$4	\$1	\$9			New / Existing 130 Class	Terminal	\$44	\$4	\$1	\$9	
130 EX x	Vessel Total	\$81	\$30	\$14	\$80	\$257		3 Ex x	Vessel Total	\$81	\$30	\$14	\$80	\$262
		Capital	Preservation	Maint.	Operations	7-71		-		Capital	Preservation	Maint.	Operations	1-0-
w 10 lass	Terminal Vessel	\$39 \$84	\$4 \$31	\$1 \$13	\$8 \$85			New 100 Class	Terminal Vessel	\$44 \$84	\$4 \$31	\$1 \$13	\$8 \$85	
New 100 Class	Total	\$04	\$31	\$13	\$00	\$264			Total	 \$04	\$31	φis	\$00	\$269
		Capital	Preservation	Maint.	Operations	,		e =		Capital	Preservation	Maint.	Operations	,
Keystone Special Class	Terminal Vessel	\$35 \$98	\$4 \$45	\$1 \$25	\$9 \$88			Keystone Special Class	Terminal Vessel	\$44 \$98	\$4 \$45	\$1 \$25	\$7 \$88	
δ 8 ο	Total	230	\$45	\$25	\$00	\$305		နိုင္လ _{ို} လ	Total	230	\$ 4 5	\$25	900	\$312
		Capital	Preservation	Maint.	Operations					Capital	Preservation	Maint.	Operations	
He Bo	Terminal	\$21 \$87	\$4 \$29	\$1 \$16	\$9 \$84			H Po	Terminal	\$44 \$87	\$4 \$29	\$1 \$16	\$7 \$84	
"Out-of- the-Box" Idea	Vessel Total	\$87	\$29	\$16	\$84	\$250		"Out-of- the-Box" Idea	Vessel Total	\$87	\$29	\$16	\$84	\$272
		4. In H	arbor Slip St	ate Park 1	erminal	7=11				5. West S	State Park Sli	o and Termi	nal	,
υ		Capital	Preservation	Maint.	Operations			υ		Capital	Preservation	Maint.	Operations	
Steel Electric Class	Terminal	\$38 \$169	\$4 \$45	\$1 \$25	\$9 \$100			Steel Electric Class	Terminal	\$38 \$169	\$4 \$45	\$1 \$25	\$7 \$100	
o ∰ Ω	Vessel Total	\$169	\$45	\$25	\$100	\$389		ა 🖁 🗅	Vessel Total	\$169	\$45	\$25	\$100	\$389
, ge		Capital	Preservation	Maint.	Operations			_ gs		Capital	Preservation	Maint.	Operations	
New :xistir 30 Cla	Terminal Vessel	\$39 \$81	\$4 \$30	\$1 \$14	\$9 \$80			New / Existing 130 Class	Terminal Vessel	\$39 \$81	\$4 \$30	\$1 \$14	\$9 \$80	
New / Existing 130 Class	Total	ΨΟΙ	ψου	ΨIT	400	\$258		z ₹ ξ	Total	ΨΟΙ	\$50	ΨΙΨ	\$00	\$257
		Capital	Preservation	Maint.	Operations					Capital	Preservation	Maint.	Operations	
New 100 Class	Terminal Vessel	\$39 \$84	\$4 \$31	\$1 \$13	\$8 \$85			New 100 Class	Terminal Vessel	\$39 \$84	\$4 \$31	\$1 \$13	\$8 \$85	
ž	Total	ΨΟΨ	ΨΟΙ	V10	400	\$264		ž o	Total	ΨΟΨ	ψο.	Ψ.0	ΨOO	\$264
a la		Capital	Preservation	Maint.	Operations			a a		Capital	Preservation	Maint.	Operations	
Keystone Special Class	Terminal Vessel	\$38 \$98	\$4 \$45	\$1 \$25	\$9 \$88			ystone pecial class	Terminal Vessel	\$38 \$98	\$4 \$45	\$1 \$25	\$7 \$88	
å <u>«</u>	Total					\$307		a a	Total					\$306
					Operations			.L. %.		Capital	Preservation	Maint.	Operations	
÷ × «	Terminal	Capital	Preservation	Maint.				7 8 g	Torminal			¢ 4		
Out-of- e-Box" Idea	Terminal Vessel	Capital \$23 \$87	Preservation \$4 \$29	Maint. \$1 \$16	\$9 \$84			Out-of e-Box Idea	Terminal Vessel	\$38 \$87	\$4 \$29	\$1 \$16	\$7 \$84	
"Out-of- the-Box" Idea		\$23 \$87	\$4 \$29	\$1 \$16	\$9 \$84	\$252		"Out-of- the-Box" Idea		\$38 \$87	\$4 \$29	\$16		\$266
	Vessel	\$23 \$87 6. Ex	\$4 \$29 sting Slip wi	\$1 \$16 th Line Do	\$9 \$84 Diphins	\$252			Vessel	\$38 \$87 7. Exi	\$4 \$29 sting Slip wit	\$16 h Jetty East	\$84	\$266
	Vessel	\$23 \$87 6. Ex Capital \$30	\$4 \$29 isting Slip wi Preservation \$8	\$1 \$16 th Line Do Maint. \$1	\$9 \$84 DIphins Operations \$9	\$252			Vessel	\$38 \$87 7. Exi Capital \$24	\$4 \$29 sting Slip wit	\$16 h Jetty East Maint. \$1	\$84 Operations \$9	\$266
Steel "Out-of- Electric the-Box" Class Idea	Vessel Total Terminal Vessel	\$23 \$87 6. Ex Capital	\$4 \$29 sting Slip wi	\$1 \$16 th Line Do	\$9 \$84 DIphins Operations			Steel "Out-of Electric the-Box Class Idea	Vessel Total Terminal Vessel	\$38 \$87 7. Exi Capital	\$4 \$29 sting Slip wit	\$16 h Jetty East Maint.	\$84 Operations	
Steel Electric Class	Vessel Total Terminal	\$23 \$87 6. Ex Capital \$30	\$4 \$29 isting Slip wi Preservation \$8	\$1 \$16 th Line Do Maint. \$1	\$9 \$84 DIphins Operations \$9	\$252 \$386		Steel Electric Class	Vessel Total Terminal	\$38 \$87 7. Exi Capital \$24	\$4 \$29 sting Slip wit	\$16 h Jetty East Maint. \$1	\$84 Operations \$9	\$266 \$376
Steel Electric Class	Vessel Total Terminal Vessel Total Terminal	\$23 \$87 6. Ex Capital \$30 \$169 Capital \$33	\$4 \$29 Sting Slip wi Preservation \$8 \$45 Preservation \$8	\$1 \$16 th Line Do Maint. \$1 \$25 Maint. \$1	\$9 \$84 Diphins Operations \$9 \$100 Operations \$9			Steel Electric Class	Vessel Total Terminal Vessel Total	\$38 \$87 7. Exi Capital \$24 \$169 Capital \$24	\$4 \$29 Sting Slip wit Preservation \$4 \$45 Preservation \$4	\$16 h Jetty East Maint. \$1 \$25 Maint. \$1	Operations \$9 \$100 Operations \$9	
Steel Electric Class	Vessel Total Terminal Vessel Total Terminal Vessel	\$23 \$87 6. Ex Capital \$30 \$169	\$4 \$29 isting Slip wi Preservation \$8 \$45	\$1 \$16 th Line Do Maint. \$1 \$25 Maint.	\$9 \$84 Diphins Operations \$9 \$100 Operations	\$386		Steel Electric Class	Vessel Total Terminal Vessel Total Terminal Vessel	\$38 \$87 7. Exi Capital \$24 \$169 Capital	\$4 \$29 sting Slip wit Preservation \$4 \$45 Preservation	\$16 h Jetty East Maint. \$1 \$25 Maint.	Operations \$9 \$100	\$376
New / Steel Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total Terminal	\$23 \$87 6. Ex Capital \$30 \$169 Capital \$33	\$4 \$29 Sting Slip wi Preservation \$8 \$45 Preservation \$8	\$1 \$16 th Line Do Maint. \$1 \$25 Maint. \$1	\$9 \$84 Diphins Operations \$9 \$100 Operations \$9			New / Steel Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total	\$38 \$87 7. Exi Capital \$24 \$169 Capital \$24	\$4 \$29 Sting Slip wit Preservation \$4 \$45 Preservation \$4	\$16 h Jetty East Maint. \$1 \$25 Maint. \$1	Operations \$9 \$100 Operations \$9	
New / Steel Existing Electric 130 Class Class	Terminal Vessel Total Terminal Vessel Total Terminal	\$23 \$87 6. Ex Capital \$30 \$169 Capital \$33 \$81 Capital	\$4 \$29 Sting Slip wi Preservation \$8 \$45 Preservation \$8 \$30	\$1 \$16 th Line Do Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1	\$9 \$84 Diphins Operations \$9 \$100 Operations \$9 \$80 Operations	\$386		New / Steel Existing Electric 130 Class Class	Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	\$38 \$87 7. Exi Capital \$24 \$169 Capital \$24 \$81 Capital \$24	\$4 \$29 Sting Slip wit Preservation \$4 \$45 Preservation \$4 \$30 Preservation \$4	\$16 h Jetty East Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1	\$84 Operations \$9 \$100 Operations \$9 \$80 Operations \$8	\$376
New 100 New / Steel Class Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total	\$23 \$87 6. Ex Capital \$30 \$169 Capital \$33 \$81	\$4 \$29 isting Slip wi Preservation \$8 \$45 Preservation \$8 \$30	\$1 \$16 th Line Do Maint. \$1 \$25 Maint. \$1 \$14 Maint.	\$9 \$84 Diphins Operations \$9 \$100 Operations \$9 \$80 Operations	\$386		New 100 New / Steel Class Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total	\$38 \$87 7. Exi Capital \$24 \$169 Capital \$24 \$81 Capital	\$4 \$29 Sting Slip wit Preservation \$4 \$45 Preservation \$4 \$30 Preservation	\$16 h Jetty East Maint. \$1 \$25 Maint. \$1 \$14 Maint.	\$84 Operations \$9 \$100 Operations \$9 \$80 Operations	\$376
New 100 New / Steel Class Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	\$23 \$87 6. Ex Capital \$30 \$169 Capital \$33 \$81 Capital \$33 \$84 Capital	\$4 \$29 isting Slip wi Preservation \$8 \$45 Preservation \$8 \$30 Preservation \$8 \$31 Preservation	\$1 \$16 th Line Do Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$13	\$9 \$84 Diphins Operations \$9 \$100 Operations \$9 \$80 Operations \$8 \$85 Operations	\$386 \$255		New 100 New / Steel Class Existing Electric 130 Class Class	Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	\$38 \$87 7. Exi Capital \$24 \$169 Capital \$24 \$81 Capital \$24 \$84	\$4 \$29 Sting Slip wit Preservation \$4 \$45 Preservation \$4 \$30 Preservation \$4 \$31	\$16 h Jetty East Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$14 Maint. \$1 \$13	\$84 Operations \$9 \$100 Operations \$9 \$80 Operations \$8 \$85 Operations	\$376 \$242
New 100 New / Steel Class Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Terminal Terminal Terminal	\$23 \$87 6. Ex Capital \$30 \$169 Capital \$33 \$81 Capital \$33 \$84	\$4 \$29 Isting Slip wi Preservation \$8 \$45 Preservation \$8 \$30 Preservation \$8 \$31 Preservation \$8	\$1 \$16 th Line Do Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$13	\$9 \$84 Olphins	\$386 \$255		New 100 New / Steel Class Existing Electric 130 Class Class	Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal	\$38 \$87 7. Exi Capital \$24 \$169 Capital \$24 \$81 Capital \$24 \$84 Capital \$24 \$84	\$4 \$29 Sting Slip wit Preservation \$4 \$45 Preservation \$4 \$30 Preservation \$4 \$31 Preservation \$4	\$16 h Jetty East Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$13 Maint. \$1	\$84 Operations \$9 \$100 Operations \$9 \$80 Operations \$8 \$85 Operations \$8 \$85	\$376 \$242
New 100 New / Steel Class Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	\$23 \$87 6. Ex Capital \$30 \$169 Capital \$33 \$81 Capital \$33 \$84 Capital	\$4 \$29 isting Slip wi Preservation \$8 \$45 Preservation \$8 \$30 Preservation \$8 \$31 Preservation	\$1 \$16 th Line Do Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$13	\$9 \$84 Diphins Operations \$9 \$100 Operations \$9 \$80 Operations \$8 \$85 Operations	\$386 \$255		New 100 New / Steel Class Existing Electric 130 Class Class	Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	\$38 \$87 7. Exi Capital \$24 \$169 Capital \$24 \$81 Capital \$24 \$84	\$4 \$29 Sting Slip wit Preservation \$4 \$45 Preservation \$4 \$30 Preservation \$4 \$31	\$16 h Jetty East Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$14 Maint. \$1 \$13	\$84 Operations \$9 \$100 Operations \$9 \$80 Operations \$8 \$85 Operations	\$376 \$242
Keystone New 100 New / Steel Special Class Existing Electric Class Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	\$23 \$87 6. Ex Capital \$30 \$169 Capital \$33 \$81 Capital \$33 \$84 Capital \$30 \$100 \$100 \$100 \$100 \$100 \$100 \$100	\$4 \$29 Sting Slip wi Preservation \$8 \$45 Preservation \$8 \$30 Preservation \$8 \$31 Preservation \$8 \$45	\$1 \$16 th Line Do Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$13 Maint. \$1 \$13	\$9 \$84 Olphins	\$386 \$255 \$262		Keystone New 100 New / Steel Special Class Existing Electric Class 130 Class Class	Terminal Vessel Total	\$38 \$87 7. Exi Capital \$24 \$169 Capital \$24 \$81 Capital \$24 \$84 Capital \$24 \$84 Capital	\$4 \$29 Sting Slip wit Preservation \$4 \$45 Preservation \$4 \$30 Preservation \$4 \$31 Preservation \$4 \$45 Preservation \$4 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7	\$16 h Jetty East Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$13 Maint. \$1 \$13 Maint. \$1 \$13	\$84	\$376 \$242 \$249
Keystone New 100 New / Steel Special Class Existing Electric Class Class Class	Vessel Total Terminal Terminal Terminal Terminal Terminal	\$23 \$67 6. Ex Capital \$30 \$169 Capital \$33 \$81 Capital \$33 \$84 Capital \$30 \$98	\$4 \$29 sting Slip wi Preservation \$8 \$45 Preservation \$8 \$30 Preservation \$8 \$31 Preservation \$8 \$45	\$1 \$16 th Line Do Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$13 Maint. \$1 \$13	\$9 \$84 Operations \$9 \$100 Operations \$9 \$80 Operations \$8 \$85 Operations \$9 \$88 Operations \$9 \$88 Operations \$9 \$88	\$386 \$255 \$262		Keystone New 100 New / Steel Special Class Existing Electric Class 130 Class Class	Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Terminal Terminal Terminal Terminal Terminal	\$38 \$87 7. Exi Capital \$24 \$169 Capital \$24 \$81 Capital \$24 \$64 Capital \$24 \$98 Capital \$24 \$98	\$4 \$29 Sting Slip wit Preservation \$4 \$45 Preservation \$4 \$30 Preservation \$4 \$31 Preservation \$4 \$45 Preservation \$4 \$45	\$16 h Jetty East Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$13 Maint. \$1 \$25 Maint. \$1 \$25	\$84	\$376 \$242 \$249
New 100 New / Steel Class Existing Electric 130 Class Class	Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total Terminal Vessel Total	\$23 \$87 6. Ex Capital \$30 \$169 Capital \$33 \$81 Capital \$33 \$84 Capital \$30 \$98 Capital	\$4 \$29 Sting Slip wi Preservation \$8 \$45 Preservation \$8 \$30 Preservation \$8 \$31 Preservation \$8 \$45	\$1 \$16 th Line Do Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$13 Maint. \$1 \$13	\$9 \$84 Olphins	\$386 \$255 \$262		New 100 New / Steel Class Existing Electric 130 Class Class	Terminal Vessel Total	\$38 \$87 7. Exi Capital \$24 \$169 Capital \$24 \$81 Capital \$24 \$84 Capital \$24 \$84 Capital	\$4 \$29 Sting Slip wit Preservation \$4 \$45 Preservation \$4 \$30 Preservation \$4 \$31 Preservation \$4 \$45 Preservation \$4 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7 \$7	\$16 h Jetty East Maint. \$1 \$25 Maint. \$1 \$14 Maint. \$1 \$13 Maint. \$1 \$13 Maint. \$1 \$13	\$84	\$376 \$242 \$249

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